



FOR THE MARCH MEETING

- The March meeting will be at the CAF Hangar at Falcon Field on Tuesday 3/27/18 at 7:00 PM. The pre-meeting food (served at 6:00 PM) will be Pizza & soda for a \$5 donation.
- **It's membership renewal time.** A real bargain, your Chapter dues are still only \$20 per year. See Don Croyle to renew your commitment to Chapter 228 this month.
- On January 1, 2020 all civil aircraft operating in the United States will be required to have installed and operating, an approved ADS-B out system if they are going to be operating in any airspace that presently requires the use of an ATC Transponder. Because of this requirement, this months meeting will be an open discussion regarding the experience of

MARCH 2018

CHAPTER OFFICERS

All phone numbers are area code 480 unless noted.

President	Trent Heidtke	602-295-8546
Vice President	Gary Hertzler	897-8167
Treasurer	Don Croyle	442-0808
Secretary	Mike Cycon	838-6353
News Letter Editor	Jim Timm	839-9187
Web Master	Mike Cycon	838-6353
Membership	Brian Briggerman	837-6510
YE Coordinator	Bill Worger	993-5959
Socials	Brian Briggerman	837-6510
Flight Advisor	Andy Elliott	985-2239
Tech. Counselors	Gary Hertzler	897-8167
	Bob Greco	602-478-4403

DIRECTORS	Gary Christensen	897-8901
	Gordon Craig	329-7672
	Todd Bristol	755-4200

CALENDAR

DATE	EVENT
Tues. 3/27/18 @ 7:00 pm	Chapter Meeting @ 7:00 pm
Tuesday. 4/10/18 @ 6:30 pm	Board Meeting @ 6:30 pm
Tues. 4/24/18 @ 7:00 pm	Chapter Meeting @ 7:00 pm
Thursday Coffee	Warbirds Hangar @ 8:00 am

chapter members attempts to comply with this upcoming requirement, installing ADS-B in/out equipment. Hopefully, this discussion will be of assistance to those members that have yet to comply.

CHAPTER SOCIAL ACTIVITIES

In addition to the Thursday morning coffee at 8:00 in the Warbirds Hangar, a Chapter 228 monthly social with dinner at Vito's Italian restaurant happens on the 2nd Saturday of the month. To make reservations, please advise Brian Briggerman by the Thursday before if you are planning on attending. Dinner time is at 4:00 pm.

EAA Chapter 228 Falcons Membership Meeting Minutes Summary

February 27, 2018

The February meeting of the Falcons was held at the CAF hangar at Falcon Field, Mesa, AZ.

President Trent Heidtke brought the meeting to order at 7:00 PM. There were 32 members and guests in attendance.

Trent asked for guests/new members to introduce themselves.

- Robert Graf and Ted Woodill are members of Chapter 132
- Dave McCurry is a member of Chapter 675
- Tim and Edna McDermott are visiting from South Dakota (Chapter 39)
- Al Jeski is a member of Chapter 1077
- Ray Toews is from Canada and owns a Zenith 601 and the only owner maintained Grumman Cheetah in Canada. Ray gives LSA instruction in the 601
- Lewis Muzzio has started an RV-8

Welcome to all our guests/new members!

A motion was made to accept the November meeting minutes as published in the Newsletter. The motion passed.

The treasurer reported that he is in the process of getting on-line account access. The balance at the end of January was approximately \$3000 and he will have the actual balance next month.

Trent asked builders present tonight to give an update on their project. Todd B. reported that Jack G's AirCam has made it's first flight and is in Phase 1. Randy I. has decided to sell his 601 project and is looking for a ready to fly replacement. Larry J. (Lancair Legacy) has had the DAR inspection and is getting ready for first flight. Pete W. has his RV-12 on the gear. Gene M. reported that Don H. is making progress on his OneX. Keith P. is still filling and sanding his Velocity. Bob S. is making good progress on his fuselage and hopes to start the wing assembly soon.

Brian B. reminded everyone of the Thursday coffee (0800-0900) in the Warbirds hangar and the dinner social on the second Saturday of the month at Vito's. Andy E. noted that the Warbirds are having a formation clinic this week (Thursday through Sunday). Brian said he will confirm with the Warbirds that we can still have the coffee on Thursday.

Jim Timm started off by saying that President Trump has proposed his personal pilot, John Dunkin, to head the FAA as Michael Huerta has retired. Mr. Dunkin has considerable aviation management experience. Also in the running is Dan Elwell who is currently the acting Administrator at the FAA.

Privatization of the FAA is again being pushed and both the EAA and AOPA are urging members to contact their representatives to vote NO on House Bill 2997.

Sky diving operators at Casa Grande have petitioned the city to obtain a landing zone on the airport. The FAA says Casa Grande must comply. The city is preparing an appeal on this decision due to safety and economic concerns.

The Luke open house will be March 17-18. GA fly-ins are not allowed. This year the Blue Angels will perform as well the Air Force's precision parachute team.

There were few accidents in the last reporting period but the most significant was the fatal helicopter crash in the Grand Canyon. Three passengers/crew were killed immediately and since the crash two more have succumbed to their injuries. The other accident involved a mid air between two powered parachutes operating off a dirt road in a remote area. Being at a relatively low

altitude, both pilots survived but one had serious injuries.

Andy Elliott gave our safety briefing tonight on “The Impossible Turn” following engine failure on take off. The most likely time for an engine failure is during take off and usually after the first power reduction. Andy diagrammed the attempted return to the departure runway. To get back you have to make a 270 degree turn plus another 90 degree turn to align with the runway. Andy offered several suggestions.

First, before take off, have a plan for engine failure. Are my seat belts tight? What minimum altitude do I need to get back? What are my landing zones directly ahead (+/- a few degrees)? Do I want flaps up or down?

Second, consider climbing out a little faster than Vy. Extra speed is energy you can use to extend your glide.

Third, consider the parallel runway/taxi ways at Falcon as an alternative landing zones. Declare “Mayday” or emergency and the tower will clear traffic for you. Turning to land on either of these involves a much lower turn angle than going back to the same runway you departed from.

Finally, practice power off turns from a safe altitude. Know your airplane and plan ahead and you'll be better prepared to survive.

Bill Worger introduced himself as the Young Eagle coordinator, taking over from Andy Elliott. Bill said they had two YE flights recently and he encouraged pilots to email him if they can participate in future flights. Trent noted that we will be having a Chapter presence at the Falcon Field Open House (March 24th) and we will be signing up kids for a future YE flight.

Our guest speaker tonight was member Gary Christensen on his experience with weather on a cross country flight. Gary recently completed the Phase I fly off of his RV-6A and is a relatively low time pilot. He wanted to attend an Air Guard reunion in Rockwall, TX (F46), a total distance of about 800 nm and 5 hours flying time. Gary planned for a flight through the El Paso corridor and a fuel stop at KINK (Winkler, TX) at about 3 hours from FFZ. Gary monitored weather the week before the September 23, 2017 departure, got a

briefing and filed a flight plan but did not activate after departure as he expected to have localized showers and would need to alter his course around them. He packed enough clothes for 5 days, \$100 cash, credit cards, energy bars and frozen drinks. He only had minimal tools but did bring a sleeping bag. As expected, Gary had to deviate from his plan and wound up in Pecos, TX (just outside the Dallas class B) for fuel. From there he went on to Rockwall as planned.

During the reunion, Gary monitored the weather and concluded he had to depart Tuesday after lunch. He was planning to make a fuel stop in either Lordsburg or Demming, NM. His first bad omen was his iPad overheated and shut down, so he had to wait for it to cool down. He only got about a 100 nm when the weather began to worsen. He got as far as KSJT (about 200 nm). Gary continued but due to worsening weather, he decided to make a 180 and go back to KSJT. He contacted KSJT tower and explained he was a low time VFR pilot and needed to land. Negative, KSJT was now IFR. He asked for an alternative airport and was directed to Ballenger (E30), aka Bruce Field. Bruce Field was pretty much in the middle of nowhere, no FBO and limited fuel. Anxious to get down while he could, he landed (down wind) and taxied back to an old hangar. Fortunately there was an old timer in the hangar and offered Gary to park inside to avoid the rain which had started to come down. Gary spent 4 nights at Ballenger, consumed all of his limited rations and spent \$40 on fuel (cash sales only).

Reflecting on his adventure, Gary adds the following advice:

1) Although somewhat light-hearted, the situation of flying in less than CAVU weather is a deadly serious risk and our numerous safety briefings over the years has been valuable in preparing to respond to deteriorating conditions. The outcome of prompt reaction and having alternative flight/land options was key to my situation. Thanks to those who have been providing those briefings in our chapter meetings!

2) In the modern glass-cockpit, and dependence on 'computer based' devices, it is imperative that probable battery charging for tablets, cell phones, and other devices are included in alternative situations. My battery option was able to recharge my iPhone and iPad ONE-TIME, but after that the

availability of wall outlets was necessary, recharging can take hours and can tie you to a location, or at least a 'secure' place to leave equipment. I had the time and places to recharge, including all necessary adapters. Conserving battery life could be life saving in lesser circumstances.

3) Fuel at the more remote airstrips or non-towered airports is not guaranteed and my situation was one of the best options, but the secondary airport had no fuel options.

4) Thanks to all the hangar-flying, war stories, and advice in EAA 228, it was a long but successful trip.

The meeting adjourned at 8:50 PM.

Respectively submitted
Michael Cycon, Secretary

228 CHAPTER APPAREL

Do you have Chapter 228 apparel for the upcoming flying events? If not get your's on order now. Caps with our logo are available. See Mike Cycon to get your caps or get your order in for polo shirts.

CHAPTER 228 WEBSITE

Check out the new chapter website 228.eaachapter.org and please give us your thoughts.

NEWSLETTER WANT ADS

Listing in the monthly news letter. If you want a picture included in your adv., send it as a JPEG attachment to your request. Also, when you have an adv. placed, please advise when you want it modified or removed. Otherwise, it will run for 3 months as submitted then it will be removed.

PARTNERSHIP AVAILABLE

We are looking for a 4th partner in a Zenith 701 based at Falcon Field. It has a Rotax 912ULS - 100HP with only 130 Hours on it. Flies Great. Contact;

Todd Bristol <djtoddb@yahoo.com>

NEWS LETTER REQUEST

We would very much like to have a monthly submission from a chapter member on any new or "different" building project that is under way or any notable flying events happening or coming up.

PLACES TO FLY FOR BREAKFAST

The fly in breakfast at Coolidge Municipal Airport (P08) is on the first Saturday of the month.

The Falcon Field EAA Warbirds Squadron fly in breakfast and car show is on the third Saturday.

The third Saturday of the month there is a fly in breakfast at Benson (E95) at Southwest Aviation. (There are special fuel prices for breakfast attendees.)

Also on the third Saturday, around noon, a lunch is made available by APA at the USFS Grapevine Airstrip (88AZ) next to Roosevelt Lake. \$8 per person donation encouraged.

The last Saturday of the month there is a fly in breakfast at Casa Grande Municipal Airport (CGZ). The Airport's restaurant, Foxtrot Cafe, operating in the Terminal Building, is open 6:30am to 2:00pm Monday thru Saturday, and on the last Saturday of the month they have a "Fly in Breakfast Special".



FOR SALE

2 place Sonex - Tri Gear. Amateur Built LSA.
Jabiru 2200 engine. 610 hours Total Time on
Engine and Airframe. Aero V fuel system, Dual
Controls VHF 360 Comm. radio/intercom, Xponder,
GPS

149 mph TAS @ 8,000' Density Altitude.

Based at Falcon Field, Mesa, AZ. \$28,500

Contact:

480-964-9236



Andy Elliott, CFI

Specializing in flight reviews in certified &
experimental aircraft. Also recurrency, tailwheel
endorsements & formation training. @KFFZ.

6530 E Virginia St, Mesa, AZ 85215

Ph: 480-695-9568

a.s.elliott@cox.net

Discounts for EAA members

Dynamic Propeller Balancing

At KFFZ in Mesa, AZ



Final vibration level 0.07 ips RMS
or better guaranteed! (Usually we do
much better.) We use ACES equipment.

Discount rates for EAA members!

Call Andy Elliott (N601GE) - 480.695.9568